



Official and Classified ADVERTISEMENTS

Continued from Page 15

VESSELS WANTED

WANTED. MFV hull only, sound condition essential, 85/75ft. Mat-tishall, 438 Norfolk.

MEDIUM to heavy construction, wooden but consider GRP, boat wanted. Preferably along Dory lines with forward, two berth cabin, decked high aft., approx. 30ft. x 10ft., but draught must not exceed 3ft., marine diesel approx. 50bhp, must be in first class order and subject to inspection. Winch and/or hauler and stern gantley would influence. Enquiries price for right boat around £4,000. Details and photo please to Box No. 589.

WANTED. Vessel 85/80ft. preferably less than 50 gross tons, not less than 300hp, not more than 10 years old. Vessel required for trawling or pair trawling. Details to Box No. 602.

WANTED 50-80ft. Scottab MFV, good hull and Oardner engine, no fishing gear required. Box No. 588.

WANTED Island Plastics 23 or similar, state condition and price. Telephone: 051 228 1400.

WANTED diesel engine vessel about 70ft. x 20ft. x 7ft. draft for use as buoy tender, good windlass and space on foredeck essential, will consider suitable vessel built after 1960. Reply Harbour Office, Caernarvon. Telephone: Caernarvon 2118.

BOOKS

STABILITY AND TRIM OF FISHING VESSELS by J. Anthony Hind. C Eng. MRINA, has particular relevance today. This established text-book gives basic principles for safety and operation. Order direct from Fishing News Books Ltd. 1 Long Garden Walk, Farnham, Surrey — £2.50. Including postage and packing — or ask for free detailed catalogue.

INSURANCE

SALVUS, BAIN (MANAGEMENT) LTD
Managers for
SUNDERLAND MARINE MUTUAL INSURANCE CO. LTD.
Over 1,700 shipowners insure their vessels and/or crews with us. For particulars write:
8 The Esplanade, Sunderland.
Type & Wear GR 700.
Tel: (0783) 42661 (10 lines)

TRAWLERS and commercial craft insured at competitive rates with leading insurance companies and at Lloyd's, annual or quarterly premiums arranged. Hugh Coobrane & Associates, Marine Brokers, 8 Bell Hill, Forney, Cornwall. Tel. Forney 2490 (24 hour answering). Take advantage of a quotation without fee or obligation.

SITUATIONS VACANT

MARINE and industrial refrigeration engineers required for service and installation work, in Lancashire area, salary negotiable together with fringe benefits. Apply Mr. A. H. Long, The Elyde Ice and Cold Storage Co. Ltd., Wyre Dock, Fleetwood, telephone: Fleetwood 3249.

SALES MANAGER

required
For Scarborough branch
of Fish Sales Office.
Please reply to
BOX NO. 597

SKIPPER wanted to work inshore trawler, half share in trawler offered to right man. Box No. 588.

SITUATIONS WANTED

YOUNG men spare hands ticket, at present employed on top Irish trawler, seeks work on fishing vessel south to south west coast U.K. Please telephone 01 778 8657.

BUSINESS FOR SALE

ESTABLISHED ice enging business with 30ft. MFV and deep water berth Newhaven, surveyed, licensed 12, in full commission, owner 58 retiring, great potential younger man, £16,000. No offers. 12, The Close, Denton, Sussex. Telephone: Newhaven 8272.

FOR HIRE

4 to 20 man lifeboats. DTI Boat boats. Liferaft Hire Co., 14 Chapel Road, Tiptree, Colchester, Essex CO3 0RA. Tiptree 818548.

BOAT BUILDERS

ELTON BOATBUILDING CO.
clinker boatbuilders, 14-30ft., larch on oak. 18ft. Salmen cobla £480. Caaladyke, Kirkcudbright 0857 30177.

DELIVERIES

EYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0243 68 469.

JUNE 10 ISSUE

As this big Special Number will be produced and published during Bank Holiday week, Classified Advertisements should be telephoned or posted (first class) no later than Friday, June 3.

'Versatility' for Africa

THE FOOD and Agricultural Organisation in Rome has placed an order for a 30ft. GRP vessel with Versatility Workboats of Rye, Sussex.

The new craft, which is for a project in Dakar, West Africa, is based on the Versatility 30 hull. To suit local conditions, the draught has been reduced from 3.5ft. to 2.5ft. by using an insert in the mould.

The self-draining deck will be of GRP construction and the aft wheelhouse offset to port. The forecastle will have a raised deck and benches for seating and storage space.

The fully insulated hold will extend from abaft the forward main bulkhead to the engine compartment, providing a volume of approximately 225cu.ft.

A Renault Coach RC56D diesel engine, fitted with Borg-Warner 2.5:1 reduction gear, will power the craft.

Other equipment will include a Morris 0.75-ton belt-driven trawl winch, pure seine davit, tubular steel mast and derrick and Ferrograph G800 MkII sounder.

The GRP boat is expected to be ready for delivery to Dakar in under 20 weeks.

SURVEY FEES — ON TERMS

THE OFFER to the fishing industry of deferred terms to pay for surveys has already been given outline approval by the Treasury. In the House of Commons last week, before the plan was discussed with fishery representatives, Mr John Archer, head of the marine division of the Department of Trade gave details of the plan.

He said that the costs of the original and second surveys would be added together with administrative costs and interest, and a quarterly payment worked out. Each year, as payments were made, an annual certificate would be issued instead of the full safety certificate.

Mr Archer said that already the requirement for 80 per cent of the fee to be paid in advance had been relaxed informally in cases of hardship and he wanted this position to be regularized.

He was "most anxious" that the attempt to improve



AIRCO

THE DEPT. OF TRADE

THAT HAVE UP TO

THEIR REPUTATION

75hp 120hp

150hp 200hp

250hp 300hp

350hp 400hp

450hp 500hp

550hp 600hp

650hp 700hp

750hp 800hp

850hp 900hp

950hp 1000hp

1050hp 1100hp

1150hp 1200hp

1250hp 1300hp

1350hp 1400hp

1450hp 1500hp

1550hp 1600hp

1650hp 1700hp

1750hp 1800hp

1850hp 1900hp

1950hp 2000hp

2050hp 2100hp

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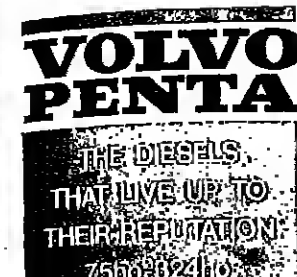
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VOLVO PENTA

THE DEPT. OF TRADE

THAT HAVE UP TO

THEIR REPUTATION

75hp 120hp

150hp 200hp

250hp 300hp

350hp 400hp

450hp 500hp

550hp 600hp

650hp 700hp

750hp 800hp

850hp 900hp

950hp 1000hp

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Mackerel objection

THE HIGHLAND Regional Planning and Development Committee has refused planning permission to use the Highlands and Islands Development Board knitwear factory at Inverness as a food fish processing plant for Cornwall Fish Exporters.

Officials had recommended approval, but the Committee learned that 198 residents had signed a petition claiming there would be problems of smell, noise, drainage and refuse, and a loss of property values.

It was stated the fish firm would have employed up to 35 people permanently, but a committee member pointed out that he feared that the conducting of an all-the-year-round business would have entailed the processing of mackerel to keep the factory going.

'WE CANNOT AFFORD TO JOIN PROTEST'

FISHING VESSEL owners at Grimsby have not yet decided what part to play, if any, in the protest armada of fishing vessels due to sail up the River Thames to Parliament on June 14.

The announcement last week of this latest move to bring to the public's attention the desperate plight of all sections of the fishing industry in the UK received only a lukewarm reception in Grimsby.

Of the port's five trawler owning companies, only Boston seem definite starters.

One owner told *Fishing News*: "If the Government is still not aware of the present predicament than

I think we may just as well snook up. "We cannot afford to pull ships off the fishing grounds just to provide the media with a spectacle. It's not on our mind, and, perhaps, send a couple of vessels."

"She has been very happy to buy imported fish in recent years and I do not think a demonstration of this nature will alter her habits."

Nor is it by any means certain if any of Grimsby's seafarers or pair trawlers will take part. After two bad months in the North Sea the vessels are just beginning to make a reasonable living again.

There is still a big rift between seafarers and trawlermen over the the

1975 ports blockade when the trawlermen refused to support the small boats. However one major agency said "It would possibly take part and, perhaps, send a couple of vessels."

At the behest of Grimsby effort looks like comprising of no more than two trawlers and possibly six seiners plus on inshore boat or two. At worst, the South Humber port could be represented by a few company salners only.

Certainly there is a fairly general feeling of apathy in Grimsby towards the protest. There was no hiding the relief when the Moy Thames "rally" was called off and there are many in the Grimsby industry who think a mass invasion of Whitehall by hundreds of fishermen on foot would be more effective.

Demo details

AT 0107 HOURS on Tuesday, June 14, a French stern trawler and a representative vessel of Scotland will berth up alongside HMS Belfast at Tower Bridge. It is hoped that some fishery will be able to make their way up to Westminster.

The remainder of the fleet will arrive at the Pool of London approximately two hours before high water, around midday, when Tower Bridge will be opened and five large vessels will proceed through and swing between Tower Bridge and London Bridge, remaining in the vicinity for about 14 hours.

The vessels will be Gravesend not later than 1000 hours and will be by the five vessels are to pass through the Bridge.

The leading vessel of five will act as a combat and a further two ordinarior will be also on board the remaining vessels which are to be before Tower Bridge. The will be arranged for the five and it is hoped that a pilot be on board the sixth vessel of the remainder.

Vessels approaching the River Thames from the east which require a pilot shall contact Sunk Radio on VHF channels 6, 9 or 16. Next 2182, 2241. Vessels approaching the River Thames from the south and to coasts requiring a pilot shall contact Folkestone on VHF channels 9 and 18.

Pilots engaged at Sunk Light Vessel: Folkestone will discontinue roosting Gravesend. **TIMETABLE**

0700 hours: vessels to control ship HMS Humber.
0900 hours: pilots and ordinarior begin to proceed determined vessel.
1000 hours: vessels to Gravesend in order of them by control vessel.
1140-1200 hours: arrive in lower Pool of designated vessels through Tower Bridge.
1200-1315 hours: remainder of fleet to arrive and return down river (to east).
1315-1340 hours: upper Pool proceed to Tower Bridge and down river.

Less for more

LATEST figures by the Ministry of Agriculture, Fisheries and Food reveal a continuing trend in the fishing industry — less for more money.

In January this year, 833 tonnes and 28,000 fish were landed at the port of Fleetwood — less than the 1,215 tonnes and 85,028 in January 1976.

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Icelander 'blacked' at Troon

BLACKED by unions at Fleetwood last week, the Icelandic trawler *Stapavik* was forced to sail from Troon in Ayrshire after unloading only part of her 1,200-kg catch of cod and halibut.

Shortly after midnight the 300-ton trawler arrived at Troon where lorries and a squad of 'lump' workers waited to help with the discharge of the catch.

Clyde fishermen had earlier been given assurances that the trawler would not make an attempt to land at Ayr. Troon has the same harbour master and shares a common dock labour force, and fishermen assumed the assurances covered both ports.

Around 750 kits were discharged from *Stapavik* and sent to Birds Eye factories at Hull and Grimsby, where unions had been contacted.

Skipper Tom Hay, of the Clyde Fishermen's Assoc-

ONE LANDING

BUT'S Roea Cannueral (Skipper D. Spivey), the only fishing vessel landing in Hull on Monday, made £27,483 for 1,446 kits after a long distant water trip lasting 32 days.

The trawler started fishing off East Greenland but as conditions were not good operations and only four tons were undertaken in that area. The vessel moved to the Bear Island grounds.

Quota offence—skipper fined

SKIPPER Hugh Carter of the Wick-registered seafarer *Valhalla* has been fined £200 for exceeding the haddock quota recently imposed by the Scottish Fishermen's Organisation.

Skipper Carter claims innocence but intends to pay. "My lawyer says I have got a case but I cannot afford either the time or the money to fight. In any case, with all the power the association could bring to bear on me, what chance would I stand?"

The SFO Wick committee summoned Skipper Carter after he was said to have exceeded the weekly quota of haddock.

The Committee of six fellow skippers unanimously upheld charges brought by port officer, Mr. Donald Carter, the skipper's uncle, and fixed the fine. Skipper Carter was told by letter the following morning.

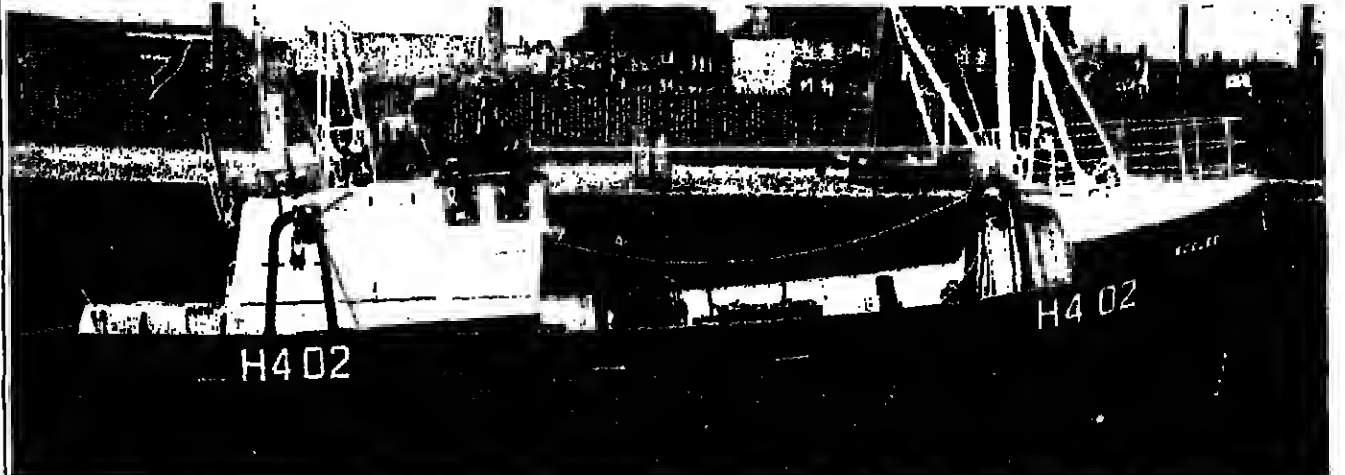
We had all the brief we needed said the chairman of the port committee. The local committee had been

delegated powers in such cases, and could impose fines of up to £1,000.

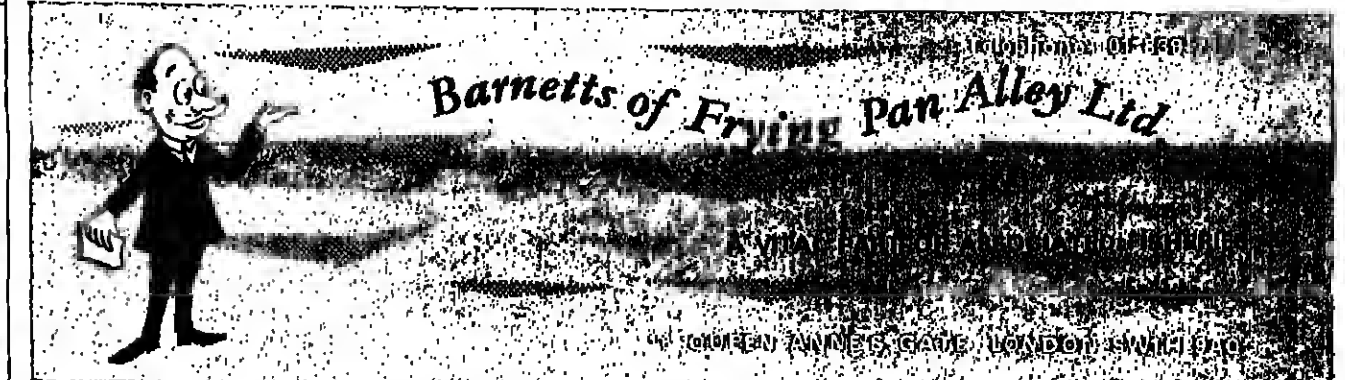
THE HULL Fishmarket will be closed for the Spring Holiday on Monday, June 6 and Jubilee Day, June 7.

fishing news

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PICTURED (above) in Hull on her delivery trip to Scarborough is *Scottee*, the latest steel trawler from the Inland John Harker Shipyard at Knottingley, West Yorkshire. She has been built for Jack Robinson (Hull) Ltd and Skipper Alan Jagger of Scarborough and is 58 ft. 9 in. long overall, with a beam of 18 ft. 6 in. and draft, 9 ft. She is similar to four other boats from Harker's *Rediant Trust*, *Green Contender*, *Regal Star* and *Ten Windstar* — and all five craft are fitted with French Soudouin diesels. *Scottee* has the DNF12 model of 390 bhp at 1,800 rpm driving a 8:1 reverse reduction gearbox. She is equipped with a hydraulic Norwinch six-ton trolly winch and a 15 in. AP power block. The next in the series is due to be launched mid-month and she will be followed by another craft with a Kelvin main engine.



SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

JUNE 1977.

In the Alley, by the City,
London City's famous Alley,
Gitcher Moneyout the Mighty,
He the Headman in the City,
He the Big Chief in the Alley,
Stood erect and called his Smoke-Men,
Called his Smoke-Men all to Rally.

From his mouth there leapt a summons,
Summoning his braves to break-fast,
Buttered rolls and tea with awastness,
Saying, get it down your gullets,
Get the buttered rolls and sweet tea,
Down your gullets as I speak.

Then awoke the Big Chief from the shoulder,
From the heart and from the gullets,
Jubilee parties are upon us,
Ploas of Peace we lay aside,
Pipes of flame we now get ready,
Filled with oakdust, flavoured,
Smoke we now ten thousand Salmon,
Then more Salmon, lots and lots,
We shall fill the great Chiefs' larders,
Fill 'em to their bulging tops.

Pounds of Salmon, loads of Salmon,
Tons and tons and then more tons,
Fill their larder's groan with Salmon,
King of fish for Duke and Queen,
Fill their world is covered, fishwise,
With the Salmon of their dream.

When from earth we have to travel,
Leave our land and go Abov,
We shall know that in our lifetime,
We have left a trail of love,
People living, men and women,
Fill our name about, loud and clear,
Making other Smoke-Men tremble,
Tremble with white feather fear.

They will sing our song of glory,
As we rest in Heaven's seat,
Make loud, not war, with Barnett's Salmon,
Associated's favourite treat.

Big Chief Gitcher Moneyout, his braves and squaw, now produce the world's finest Smoked Salmon at their ancient Red Indian encampment, Lamas Road, Layton, E.10. Smoke-signal them at 01-555 1314.

M. Barnett of Frying Pan Alley

...and me



Breton boats blocking the British port of Roscoff on Thursday last week. They were protesting at the £800 fine on a French trawler at Plymouth.

June 11 1977

Billingsgate

"WHAT THE HELL do we need to know about the French Aber disease, or how deep to catch scallop spat. What we need is some more buyers — foreign ones. The Association should get 'em over here instead of all them professors. Give us a chance to sell to them."

Those were the sentiments — if not the exact mainly unprintable words — of a 'dining' member of the Shellfish Association of Great Britain, who also happens to be a lobster merchant in Billingsgate. He has to be described as a dining member because he only attends those Association functions which have food and drink attached to them.

Reading last week's report on the Shellfish Association of Great Britain's conference one began to wonder if, from the Billingsgate point of view, there wasn't something in what he said. There was not a single speaker who had caught a commercial fish nor sold one, save Harold Rowden and he's been retired many years. There were more foreign oademics than local practical men.

That is not the way the Association started out. Almost all its original members, that is of the Oyster Merchants' and Planters' Association, had cut their hands, if not their teeth, on oysters. There was a balance between growers and sellers, with a few research men for advice. One wonders what the composition of the present membership list is.

Of course it is significant that our Billingsgate friend did not report his grumbles to the Association's hardworking director, Gerald Gardner, nor do I suppose he stayed on after lunch to raise his criticisms at the annual general meeting. It is a situation that we see so often in life, where the dissenting members of an organisation are not prepared to organise their opposition to the way the energetic few are going.

Billingsgate has far more people who are interested in shellfish than any other single locality in the country. But how many of them are members of the Association and, if they were would they take the trouble to try and guide its ways? Or for that matter, how many horny-handed sons of the sea are willing to give up a day's fishing to turn up at a meeting and make their view felt?

There might be a great deal to be said for a shellfish trade fair, but it would be nice to see some practical organisational initiative coming from the present Billingsgate members. And maybe they could start off by recruiting the rest of their competitors into the Association — that would then give them a very effective voice in the future activities of the SAGB.

RADAR RANGE CUTS CLUTTER

A new development in radar technology by Decca will cut rain and sea clutter on the display screen.

It is possible, of course, for a highly trained ship's navigating officer familiar with all the tricks of radar tuning to 'see' through much of these display interferences. But for most fishermen it is asking too much to expect equal skills in radar screen reading, understanding fish echoes and in catching the fish.

A radar, therefore, that can penetrate the clutter and simplify the display can be seen as a breakthrough for Decca comparable to its earlier developments of true motion and anti-collision radars. And it is being introduced with comparable fanfare and enthusiasm.

Named Clearscan, the new system brings in six major advances in two stages, first suppression of sea clutter, and rain clutter, followed early next year by: 1. Suppression of own receiver 'noise'. 2. Suppression of other ships' radar interference. 3. Brightening of weak echoes. 4. Provision of larger echoes in the longer ranges.

The rain and sea clutter



This radar picture of Beachy Head (left) suffers from six problems: sea clutter, rain clutter, interference, receiver noise, weak echoes and small echoes. Decca's Clearscan picture (right) solves the problems.

suppression technique now being introduced is possible because, since 1970, all 10cm and 3cm Decca transceivers (the units in the 9, 12 and 16 inch ranges) can accept video from a modern logarithmic receiver. In addition to the normal manually worked video amplifier, the new Decca Clearscan radars contain an advanced moving processor, known as VPI, with automatic (adaptive) circuits. When applied, VPI

effectively suppresses the unwanted heavy blocks of echoes from rain or snow, while signals from wanted targets such as ships, buoys and coastline pass through the adaptive circuits with little or no reduction in gain.

This improvement can be applied to Decca's logarithmic receivers (but not to the smaller radars, such as the 101 or 050). These sets with VPI added or the new sets with it built-in can also,

from next year at a cost of less than £500, take the L further improvement provided with VPI.

Instead of receiving a being displayed, a thick circuit filters it out with any significant losses by its own means. The result is a 'true free video' picture, dark display and background for good contrast. Signals above the threshold are then amplified to form a full brightness picture which means that echoes which might be lost (such as those from a boat or obstruction) are almost as brightly as the others.

Another improvement is the VPI will be the means of nearby radar interference by advanced pulse cancellation circuits which cancel an echo on the current being received in real time with stored video from previous pulses. Showing of echoes received at the same range on two consecutive pulses, it filters out the ship's transponder beam. These do not normally appear at the same range as sensitive pulses.

Finally, the VPI 'stretch' small echoes to range scales to make it more readily discernible. display already cluttered, most clutter, and the objects in bright contrast the dark background.

Mr. Duffy said that so far as there was such a body of opinion, he was anxious to register it within the Department of Defence.

"We are thinking, not merely about replacing the Ton class, but about our next generation of patrol ships."

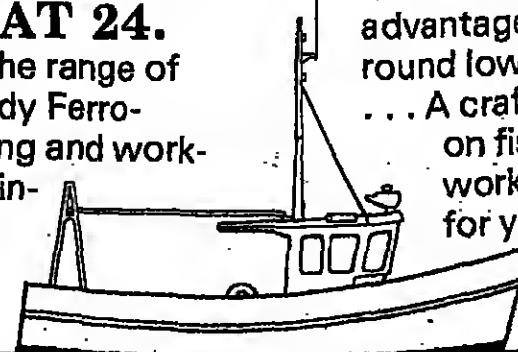
Patrick Wail (Con, Hants) said that while the Island-class might do well as the policeman on the beat, there was a need for a small number of fast, quick-response vessels which would be useful to the Royal Navy armed with missiles in time of war.

Mr. Duffy: "Our options are open. A need of that kind has not arisen. The Island-class so far has not been lacking in speed."

MacAlister Carvall's outstanding FerroCement craftsmanship makes news

At Catch '77 Stand 28. You'll be able to see our FerroCement MACBOAT 24.

One of the range of famous, sturdy FerroCement fishing and workboats, combining the great strength, resilience

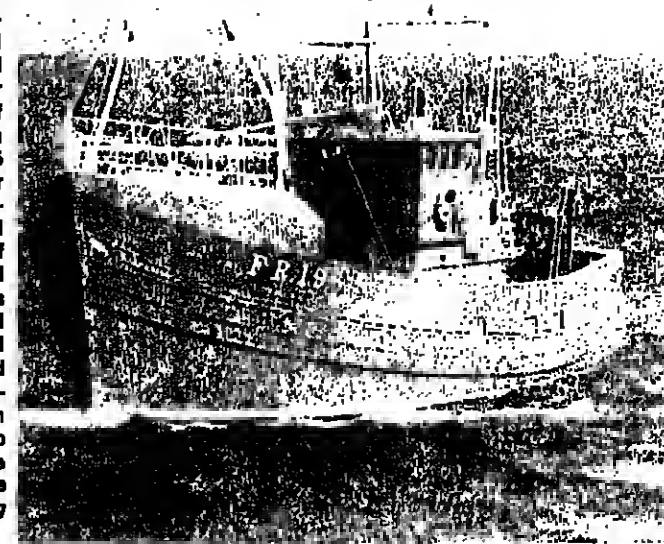


MacAlister Carvall Ltd.

The leading craftsmen in FerroCement
Stem Lane Industrial Estate, New Milton, Hampshire, BH25 6NN, England
Telephone New Milton (0426) 617333. Telex 261332 (RandaFlor Ltd)

Noble's latest trawler

JAMES Noble (Frederburgh) Ltd. has completed the 58 ft wooden-hulled trawler *Independence* for Skipper Fred Normandale of Scarborough. She is powered by a Kelvin 375 bhp engine and her gear handling machinery includes a Sutherland trawl winch and Clarke & Co. of Grimsby blocks and trawl rollers. Fish finding aids are by Kelvin Hughes and Simrad. *Independence* will work with a crew of five and be fitted out for trawling only. She is able to fish bottom and pelagic gear and also to work as a pair trawler. More details of *Independence* in a future issue of *Fishing News*.



Durable seine roller

A TOWING roller now being put into production by Shortway Rope Guides Ltd. of Peterhead incorporates some very important new design features.

The Hopeman seiner *Acacio Wood* has used the prototype roller for some four months and it is showing significant wear. Conventional units can wear out at the rate of two or three a week.

The 86ft. *Acacio Wood*,

which has fished exceptionally well since her completion at the John Lewis yard in Aberdeen one year ago, has used the roller in severe conditions and Skipper Alec Jack commented that 'it is fine'.

The first production rollers are now in use aboard the 75ft. Hopeman seiner *Mory Cronn* (Skipper Tommy Sutherland).

A director of Shortway Rope Guides, Mr. M. Short, told *Fishing News* that the new roller is the result of some two years' careful

research and development.

Mr. Short, a former aircraft engineer, talked to fishermen and designed the roller to their requirements.

In particular fishermen asked that the roller should be hard wearing and strong, also safe and easy to use.

The new roller has been designed so that the strain is taken away from the locating pin and transferred to the boat's rail. This spreads the load so that the locating pin does not bend or break.

The rollers are made of a corrosion-resistant tool steel which is very hard wearing, so that the rope travels on a flat surface rather than wearing the rollers into a series of grooves.

A lot of the friction which normally takes place between roller and rope is reduced, thereby cutting down on rope wear.

Bearings

There are four rollers in all and the top roller cuts rope wear when the boat is towing in front of the wind and the rope is coming in over the top of waves.

Sealed bearings are incorporated in the rollers so that no greasing is required, and the rope guides are machined from steel plate and are, therefore, stronger than the cast iron type normally used.

The strong top beam, which has to be opened to admit or release the rope, is easy to use. It incorporates spring-loaded locking pins having a quick-release feature which, when fastened, will stay in position.

Four months' hard use aboard *Acacio Wood* has proved that this new design of roller does work and, although it costs a little over double that of conventional units, it can last at least 30 times as long.

Shortway Rope Guides has just moved into premises at North Street, Peterhead, and plans to extend its range of products for seine netters to include shooting rollers, vertical rollers and leading on gear. All these units will be made in the same hard-wearing materials as the towing rollers.

The firm has its own mobile workshop and can convert a boat's rail to take the new roller in about six hours, so conversion can be done between trips.

BIG FIELD FOR TRAWLER RACE

AN INVITATION is going out to fishermen in all parts of the country to bring their boats and join in the Brixham International Trawler Race being staged on June 25.

A big entry is expected for the race which takes place over a 14.7 mile course off Torbay, Devon. This year the fisheries protection ship HMS *Soberton* will be in attendance.

Despite a strong challenge from other ports, Brixham managed to retain a grip on last year's trawler race with winners in all three main sections.

Entries are still being accepted for the race and application can be made by completing the form (below), which should be sent to: Mrs. M. Kimble, 27, Lichfield Drive, Brixham, South Devon.

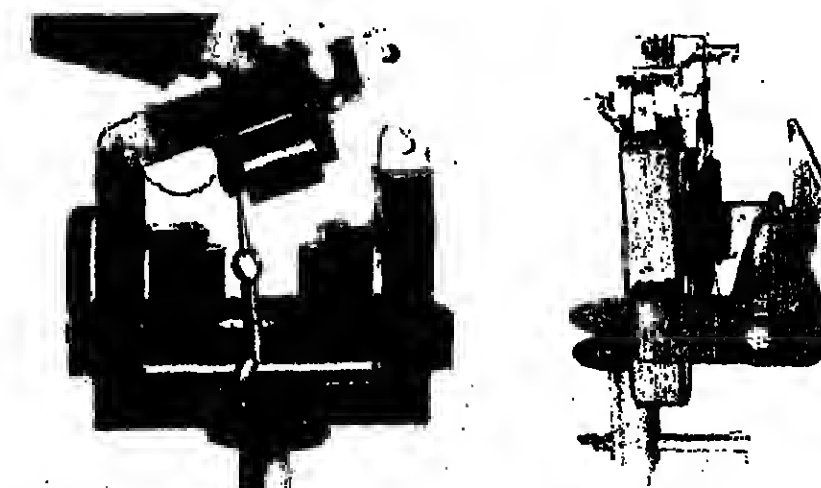


Winners of the crabber class last year, Terry Ekers and Chris Knapman in *See Spray*, with the *Fishing News* trophy.

Name of Trawler	Port Reg. No.	Owner	Skipper
Date Built			
No. of Crew	Gross Reg. Tonnage	Make of Engine and Type	No. of cyl. H.P.
		When Fitted	R.P.M.
W.L. Length	Beam	Draft	Declared Speed
Signature of Entrant			
Name of Entrant (block letters)			
Address (block letters)			

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Defence Department, said he had no reason to doubt the effectiveness of arrangements for fishery protection, but they were kept under constant review.

He continued that three more offshore patrol vessels of the Island-class were due to be delivered before the end of the year. Experience with HMS *Jersey* and HMS *Orkney*, the first two, indicated that the class would be most effective in the protection role.

"Studies are in hand regarding the provision of new ships to replace the *Ton*-class minesweepers in the Fishery Protection Squadron".

Edwin Wainwright (Lab, Darnley Valley) said that many people believed the British patrol boats were not fast enough to catch the pirates.

Mr. Duffy said that the maximum speed of 16 knots of the Island-class was sufficient for normal patrol duties.

"Contrary to popular belief, very few trawlers are capable of 16 knots and, when fishing, they are going at only three to five knots. Faster ships, such as frigates, can be called upon at short notice to support the patrol ships.

"Considering the time available for procurement and the total cost of £17.5 million, we believe that we are getting good value for money with the Island-class. I spent yesterday at sea on HMS *Orkney*, the second of her class, and for most of the time our speed exceeded 16 knots."

James Johnson (Lab, Hull, West) asked how many boardings, arrests and fines had been taken place?

Mr. Duffy replied with a claim that it was an im-

THE SOLENT OYSTER FISHERY CHAOS AS FLEET QUEUED UP TO DREDGE...

THE SOLENT oyster fishery was discovered in 1970-71 and it has proved a magnet for small boats from many south coast ports.

An Isle of Wight-based processor, Cyril Lucas, bought a weekend's catch from two semi-retired fishermen in their seventies, a Mr. Fuger and Mr. Beavis from Hamble, and realised good stocks existed in the Solent.

The well known Southampton Foley family, and a Mr. Puckett, soon followed and once the cat was out of the bag they were inevitably joined by virtually all of the Lymington, Keyhaven and Muddiford fishermen. Soon, the potential of the lucrative fishery was determined.

The main areas fished were Stanswood Bay, near Calshot, the Beaulieu River entrance and westwards to Lymington Spit. Catch rates were in the region of one ton per day for an average boat of around 30 ft. towing two 2 ft. 6 in. dredges. Prices then were £180 per ton, enabling a small vessel to return a very fair grossing.

News of the newly-discovered fishery soon spread and, by 1972, over 20 boats fished the Solent — some from as far afield as the Essex coast. The 54 ft. Providence 2 owned by Peter French, and the 36 ft. Lora Bruce owned by the Colchester Oyster Co., were among these.

A dredging permit had to be obtained from the British Transport Docks Board, and a Health Permit for the Stanswood Bay area or areas of the Solent within its jurisdiction. A gear limit of a maximum of two 4 ft. dredges with a plain blade and a 2 in. minimum size of oyster, now increased to 2½ in., were also imposed.

During the spring of 1972

THIS is the third in a series of special articles about south coast fishing booms written by in-shore skipper, Mertyn Melhuish.

An estimated 110 tons of oysters 2 in. or more in diameter were removed as a result of the heavy fishing. In May 1972 the MAF research vessel *Nucella* completed a survey of Stanswood Bay, and briefly, the results were that the oysters preferred a depth of between two and six metres and it was estimated that five million oysters of at least 2 in. diameter were present. It was calculated that one-quarter of the stock had been removed by the heavy fishing in 1971-72.

The highest densities of oysters were found on slipper-limpet beds, the limpets providing the necessary cultch for the oyster spat. In an experiment to determine whether areas could be improved, over eight tons of queen shell were laid as cultch in the less productive areas of the fishery. This has since proved successful.

Committee

By 1973 the Solent was becoming heavily fished and Mr. Lucas decided something had to be done to protect the fishery. A co-op, Stanswood Bay Oystermen, was formed and claimed a several fishery right over part of Stanswood Bay.

A several fishery right gives a group of fishermen exclusive rights to a designated area, providing the fishery can be shown to be improved, and a committee was drawn from fishermen representing various harbours along the coast: Muddiford, Poole, Lymington, Keyhaven and Yarmouth.

An area of Stanswood Bay was closed to non-members and the committee allowed only seven days' fishing per boat per season; each day's fishing can produce nearly two tons.

This catch rate must be partially attributed to the fact that the co-op lays approximately 100 tons of clean cultch on its grounds each summer at the crucial time to collect the spat when it is at its greatest density. It seems that the co-op has been successful in its aims as the catch rate in its fishery is now the same as when it was first discovered. This cannot be said for the public grounds, where catches have dropped this year to 1-1½ cwt. per day, but prices are higher at £250 per ton.

A close season — May 14 to August 4 — was imposed by the Southern Sea Fisheries Committee on the public grounds and this has now been extended to May 1 to September 30.

On the opening day of the public section of Stanswood Bay — March 14 — there is nearly always chaos. As many as 80 boats have tried to operate in an area no more than a few acres square. One year a vessel arrived at 3.00 am to find 10 boats already waiting for daybreak! Some late-comers took one look at the melee of boats and turned for home.

The reason this bay is so productive is that a large concentration of slipper-limpet enables the spat to gain a hold. Also Fawley power station's hot water outfall discharges in the centre of the bay and raises the water temperature which rapidly increases growth rates.

Although the Solent is a reasonably sheltered stretch of water, tides of around four knots on a spring tide make fishing difficult. Best catches are usually made on the slower neap tides. Most of the vessels engaged in the fishery are crabbers, although in recent years more purpose-built vessels have appeared. The usual layout is to heavily stay the crabbers' mizzen mast and fit twin steel booms in place of the single wooden mizzen boom used when crabbing. Snatch blocks are fitted to the boom ends, the warp being led through a

further block to line up with the capstan head.

Some vessels use the forward mast, again heavily stayed, with twin booms to handle two dredges. If the vessel has enough beam at the transom, a stern gentry is fitted and this speeds up the operation.

One hazard with the boom gear is towing down tide; if a dredge becomes fast, the boat is so high above the vessel's centre of gravity that some of the smaller craft have almost capsized, being saved only by a hastily cut warp or broken mast!

Flush

Most popular sizes of dredge are 3 ft. to 4 ft. wide, very simple in construction, with a plain blade 3-4 in. wide and around ½ in. thick. A heavy chain link mesh bag is fitted to a small bar welded behind the blade and, on hard ground, a chain link bag may only last a few days so spares have to be carried.

Warp length and towing speed are critical as the blade must skim the surface without deeply digging in. Some dredges are fitted with a bow-shaped akid, welded from the towing eye to the centre frame bar, to maintain the correct blade angle under most conditions.

Sorting tables are mounted either aft, or port and starboard under the towing booms, and these are usually flush-mounted with the gunwale cepping so rubble can simply be pushed overboard during sorting. The catch is stored in net bags or

Cyril Lucas pours a bag of cultch (shells) into the Solent's courage oyster apert to settle. He bought the first catch started off the boom.

hacks and hung overboard at night until the buyers collect. During 1971 'Tol Bishop of Just Friends tried dredging in between Bournemouth and Bournemouth Mors, in Poole Bay, where he had caught large mussels in a trawl. Working from Lymington, some two to three hours away,

Dredging in Stanswood Bay. A limit on gear is imposed to serve stocks.



MASSIVE LOSSES ON PLAICE TRIPS

ALMOST 93 tons of White Seas plaice was consigned to Grimsby's fish meal plant or sold at a nominal £5 per kit for pet food last week during a nightmare spell of trading for distant water owners.

With only three White Seas trips landing, all BUT-owned, a complete disaster vessels, a disaster was averted only by cod prices remaining fairly stable.

Voluntary limits per vessel on codstuffs meant that the trawlers badly needed to score with their flots to make ends meet.

However, only a fraction of the plaice sold and an informed source put the company's losses on Northern Gilt (£15,581 from 1,101 kits), *Ross Renown* (£25,858 from 1,495) and *Ross Revenge* (£29,234 from 1,519) close to £50,000 for the week as a result.

By far the worst affected was *Ross Revenge* (Skipper Johnny Meadows), with 401 kits unsold and 252 kits going for animal feed. *Northern Gilt* (Skipper David J. Alfrey) had 300 kits unsold and 270 kits sold off for animal feed. In both cases these represented practically the entire plaice catch.

Ross Renown (Skipper David Scott) was a little more fortunate, losing only 261 kits out of an estimated 750.

Merchants said the plaice was too thin to buy at the withered price of £22 as at



Mountains of White Seas plaice being consigned to fish meal from the Grimsby distant water trawler *Ross Revenge*.

least 80 per cent would turn out as offal.

Middle water landings were again heavy and dominated by two big French trips to Faroe from the stern trawlers *Georges Codoudol* and *Du Couedic*. Both landed 50 — 50 trips of blue ling and coley to gross £45,839 from 2,341 kits and £44,841 from

Ross Panther was the best of five £20,000-plus trips by BUT vessels, while Taylor's *Nanoo* (Skipper 'Sonny' Hughes) also bettered £20,000 by £93 from a well balanced haddock-cod-coley trip comprising 835 kits after just 13 days.

Sleight's *Martin Norman* (Skipper Nat Hard) has certainly had a new lease of life since reverting back to seining from pair trawling. She had close to 100 kits of lemons in her catch of 267 kits taken in 17 days.

Martin Norman just edged one of Sleight's summer seiner visitors off the top spot on her first landing at Grimsby this year. But, no doubt, Skipper Kenud Jorgensen was well satisfied with the £8,029 grossing *Dnlmo* picked up as a finished runner-up in the seining division, just short of the £8,530 made by *Martin Norman*.

Honours, otherwise, were fairly evenly split among the agencies and, despite not hitting one of the high spots, probably Skipper Peter Sanderson (son of Sleight's top seiner skipper 'Sandy' Sanderson) was little short of delighted with the £3,953 grossing from 121 kits after landing his very first command in *Ensmars*.

Fleetwood hit too

FLEETWOOD was another distant water port hit by last week's glut of plaice.

This time it was the stern trawler *Boston Stirling* which had almost half her catch taken to the meal works — a situation which only weeks ago would have appeared unthinkable because of a shortage of supplies due to the loss of the Icelandic grounds.

Boston Stirling (Skipper Bill Bridge) landed 1,378 kits, including 350 of cod, 800 of plaice, 30 of haddock and 20 of roker. Of this total 638 kits of plaice went for fish meal and the vessel made a disappointing £19,289.

Geoff Anderson, president of the Fleetwood Fish Merchants' Association, said: "We feel very sorry for the

distant water fishermen. "They have travelled all that way to return to a country that is overstocked with good quality English plaice".

There was also indifferent demand for the White Sea plaice from the side trawler *Ella Hewett*. The vessel, commanded by Skipper Jim Buckley, had 500 kits of the variety in her total of 1,024 which sold for £15,848. This total represented a big loss on the voyage for the vessel.

It was a more cheerful story for the near water trawlers which landed on the same day as *Boston Stirling*. *Andrew Wilson* (Skipper Fred Thompson) had 351 kits, including 70 of cod, 20 of plaice, 170 of haddock, 15 of coley, 20 of roker and 20 of dogs, which sold for £8,738.

The pocket trawler *Resilience* (Skipper Don Bailey) worked the North Channel grounds before returning with 134 kits which sold for an excellent £4,737. The catch included 25 of hake, 35 of cod, 10 of coley and 40 of roker.

On the following day *Wyre Revenge* kept the middle water bag flying with a good catch from the Scottish grounds. Skipper Harry Cook had 975 kits — 260 of cod, 190 of haddock, 40 of coley 10 of roker and 150 of dogs — which sold for £15,119.

It fell to the stern trawler *Idana* to steal the honours in this section. Skipper Tom Chisley brought her back with 750 kits — 250 of cod and 180 of haddock — for a grossing of £18,732.

HADDOCK ORDER SUPPORT

CHIEF executive of the Aberdeen Fish Producers' Organisation Bob Allan in a letter to Douglas Henderson MP, made it clear that his members regarded the government order restricting the landing of ungutted haddock as a valuable contribution conservation.

He said that they were "deeply disappointed" with Mr. Henderson's attitude to the measure and urged him to reconsider his oppositional. Mr. Allan said that the ungutted content of the total haddock catch for the first three months of this year was running at around 30 per cent and to allow this to go on would be disastrous.

The prospect of supplies of haddock drying up in late summer/early autumn also worried representatives of the fish-processing side who fully supported the idea of the statutory restriction.

If the restriction was withdrawn the "flood-gates" would once again be opened to substantial landings of "rouders" at throw-away prices, given the onset of warm weather.

"Worst of all, we would be faced with a monumental problem within three to four months when we would have clearly exhausted whatever we might reasonably expect the UK haddock quotas for the current year to be", added Mr. Allan.

Salesman (84) retires

HOWARD DAVIES (84) has completed a remarkable career as a fish salesman on Milford Haven fish market.

He sold his last trip on the back before presentations made by the heads of Milford Trawler Owners' Association and the Fish Trades' Protection Association.

Mr. Davies, who joined the fishing industry in 1919, of his retirement: "I want to go now. I want to enjoy myself while there's still time".

At the presentation ceremony Fred Ingram, president of the Trawler Owners' Association, said: "It was with pleasure and regret that we are here today to honour you".

"Regret, because we are losing one who has been associated with the fishing in-

dusty at the port for more years than most of us can remember.

"Pleasure, because you are embarking on a well-earned rest in the knowledge that the quality of your work has been second to none".

He added: "We place on record not only our apprecia-

tion of the remarkable length of your loyal service to the industry, but also our admiration for the specialised skill you have displayed throughout your career."

George James, the fish trades' association president, also paid tribute to Mr. Davies before handing him a cheque.

Light—at last!

THE GRANTON trawler *Arctic Crusader* reflected herself two hours after going aground, entering Soalloway harbour, Shetland, last week.

She ran aground on the shoal which lies a short distance south of Port Arthur. She had called in for tea while

bound for Granton, with a good catch on board.

Arctic Crusader is the third vessel to ground there this year — and the latest in a long list which must total several hundred.

However, she might be the last, since Shetland Islands Council has agreed to mark the shoal with a lighted buoy.

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Although the Solent is a reasonably sheltered stretch of water, tides of around four knots on a spring tide make fishing difficult. Best catches are usually made on the slower neap tides. Most of the vessels engaged in the fishery are crabbers, although in recent years more purpose-built vessels have appeared. The usual layout is to heavily stay the crabbers' mizzen mast and fit twin steel booms in place of the single wooden mizzen boom used when crabbing. Snatch blocks are fitted to the boom ends, the warp being led through a



Far left: Aeolus in Peterhead before she sailed on her maiden trip. She is skippered by George Findlay of Buckle.

Left: Loele Hydraulic Co. seine rope reels aboard the 74ft. wooden boat Aeolus. Both the gutting shelter and wheelhouse are made of aluminium.

SOUNDER 'FIRST' ON NEW SEINER

MACDUFF Boat-building and Engineering Co. has completed the 74ft. wooden-hulled seiner-trawler Aeolus for Skipper George Findlay of Buckle, who will work her from Peterhead.

In most respects Aeolus is a traditional vessel, but she is the first new boat in the north-east of Scotland to be fitted with a new fish finding aid from Simrad.

This is the recently-

introduced MC Combined Scale Expander and Storage Unit to be used as a supplement to the vessel's Simrad EQ echo sounder and CI Echo Scope.

It provides expansions in a choice of five ranges, from three to 48 m. on the echogram and the expanded area can either be bottom locked, surface locked or used in the pelagic mode.

The Storage Unit increases the depth resolution of the echo recording by storing the echus from the chosen narrow layer and repeating them in expanded scale on the echogram.

There is a choice of three recording positions on the echogram and the recording width is constant, independent of the range being represented.

When the MC unit is used with the CI Echo Scope, it provides a steady picture on the screen instead of a flickering display.

Aeolus, designed by G. L. Watson and Co., is an attractive looking boat with a cruiser stern and beam of 21.5ft. She is powered by a Kelvin TBSCA diesel engine which develops 500 shp at 1,350 rpm and drives the Brunton Caledonian 66 in. diameter fixed-pitch propeller through a Reintjes gearbox of 4.09:1 reduction ratio.

Also driven from the main engine are a Gilbert Gilkes and Gordon 250/700 bilge and general service pump, a 12½ kW 110 V McLure generator, a 24 V Transmotor ACG155 generator and the Dowty hydraulic power-pack for the gear handling machinery.

A 10 kW 110 V McLure generator, a Desmi SA80 bilge and general service pump and a 24 V Transmotor ACG155 generator are driven from the Lister 37 hp auxiliary engine.

Tanks have capacity for 2,100 gallons of fuel oil and 400 of fresh water.

Each rope reel has capacity for about 18 coils of 3 in. rope and the power block is hung on a single reach crane. A Beclos rope coiler is carried for standby use.

The fishroom is insulated on bulkheads and deckhead with Styrofoam and is lined with timber.

A fishroom refrigerator plant may be fitted at a later date, and the deckhouse and engine room are placed well aft to allow the fishroom to be as large as possible.

All the electronic equipment in the wheelhouse is of Decca supply and, in addition to the Simrad fish finding aids, there are a 'Sailor' T12

Shelter

Galley equipment includes a Cannon gas cooker and Vaillant gas water heater. A separate messroom is arranged below the wheelhouse and there are bunks for eight arranged in the cabin, below deck aft, which is heated by a Reflex oil stove.

The deckhouse is of steel, and gutting shelter and wheelhouse are of aluminium. 'Chalmut' rubber-cased floodlights are fitted on the superstructure.

Aeolus—the name is taken from Greek mythology and means 'Wind of the Winds'—has seine nets from Jackson Trawls Ltd., and Caley Fisheries Group Ltd.

50 years ago

... Recalling some of the stories which appeared in our columns this week 50 years ago.

JUNE 4, 1927

ICELAND fisheries 'will be killed in the course of time' because of over-exploitation — Danish fisheries report.

TWO Newbiggin fishermen receive RNLI's thanks, inscribed on vellum, on behalf of 25 women who launched the local lifeboat when the fishing fleet was caught out in a storm. Most of the lifeboat men were at sea with the fleet.

ARBROATH fishing boat Comely 'burned to the water's edge' after catching fire two miles offshore.

FLEETWOOD Fishing Vessel Owners' Association holds 20th annual meeting at the port.

ADERDEEN'S salt fish trade hit by a 40 per cent drop in prices.

BOSTON Deep Sea Fishing Co. makes a loss of £2,001 2s. 11d. for 1926; the firm's total debts are now £29,507 1s. 4p. 'Bat Fleetwood hake' is painted on its fish vans to help boost sales.

DEREK FLETCHER'S

sea sport

MANY ANGLERS have never yet caught a ling. This year I think you will get your chance because I am getting reports of big ones from several coasts.

A lot of ling are caught from boats, but they do come ashore along deep water beaches, and around rocks.

John Carr on holiday at Portland, Dorset, recently had a rod-baiting 20 minutes, fishing from a ledge of rocks. He hooked a 36 lb. ling on a piece of legared herring.

There was a reasonable sea running, and the bait was cast out only 15 yards from the rocks.

John said that when the ling first took the bait it gave a strong thump-thump. Then it went quiet. Eventually he realised that it had lodged itself safely in some underwater obstruction, probably a rock crevice.

He tried several dodges to try and get it to release its grip. Pulling on the line proved no good. Neither was keeping a tight line and plucking on it to irritate the ling with vibration.

Eventually it started moving when a heavy lead weight was slid down the line. So it hit it with a thump. Then the ling headed shorewards, and John quickly reeled in the slack line to control it.

Afloat you'll find ling around wrecks or a ridge of underwater rocks.

There are many baits to lure them. Most fish in fact, although I have had best success with a freshly caught pouting.

Some ling are reported to have been caught on rubber sandeels. Having investigated these catches I find that mainly the yellow coloured eels have been bait. Red ones are a runner-up.

Ling will rise after dark, and it is quite surprising just how near the surface they swim.

Groundbaiting does help a great deal but it is best to use freshly caught fish.

Chop up pieces of whiting, mackerel, wrasse, herring or horse mackerel. No need to cut them up too small. Pop them in a weighted bag, toss them into the drink and in a short time they will burst. Some anglers soak the pieces in pilchard oil overnight, and this definitely has extra attraction.

There is another way of attracting them to the area of rocks you intend to fish. It is practised by older anglers who swear that it doubles their sport.

The method is to have a long piece of line weighted at the bottom. Thread on pieces of slipper limpet at intervals and this is simply hung from the rocks, the weight on the bottom. Make sure the top end is secured either by a boulder or tied to a piece of wood firmly wedged.

Some anglers think they are landing a rare type of ling just now because of their odd colouring.

Sorry to disappoint them. They often take on the hue of their normal habitat. Generally they are olive with orange markings, or they could be spotted yellow.

Poaching 'heavy'

IRISH Naval Service vessels may patrol bays on the south and south-west coasts because of heavy illegal salmon fishing.

The Minister for Fisheries, Paddy Donegan, said he would send in the ships to control the situation if necessary. There was, from reports being sent to him, gross illegal fishing in these bays.

demanded action against unlicensed salmon drift-netting, particularly in the Castletownbere and Dingle areas.

The Kerry Fishery Board has been considering putting officers at landing points to watch for poachers and to carry out joint patrols with the Cork Fishery Board.

June and July are usually the two months when illegal fishing reaches a peak.

A breakthrough in video processing now gives brighter, clearer echoes on a clutter-free screen.

With ordinary radar there are six fundamental problems that can hinder the interpretation of a radar picture — **Sea clutter**, which can best be dealt with by manual adjustment of the sea clutter controls; **Rain clutter**, dealt with by manual adjustment of 'rain' and 'sea clutter' and 'gain' controls. (These controls require constant skilled adjustment, sometimes over long periods, and provide at best a compromise solution.) **Radar Interference** from other ships and **Receiver noise** from own ship also worsen the picture. **Weak echoes** are hard to pick out and **small echoes** even harder to see at long range.

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Radar Interference is suppressed by automatic circuits.

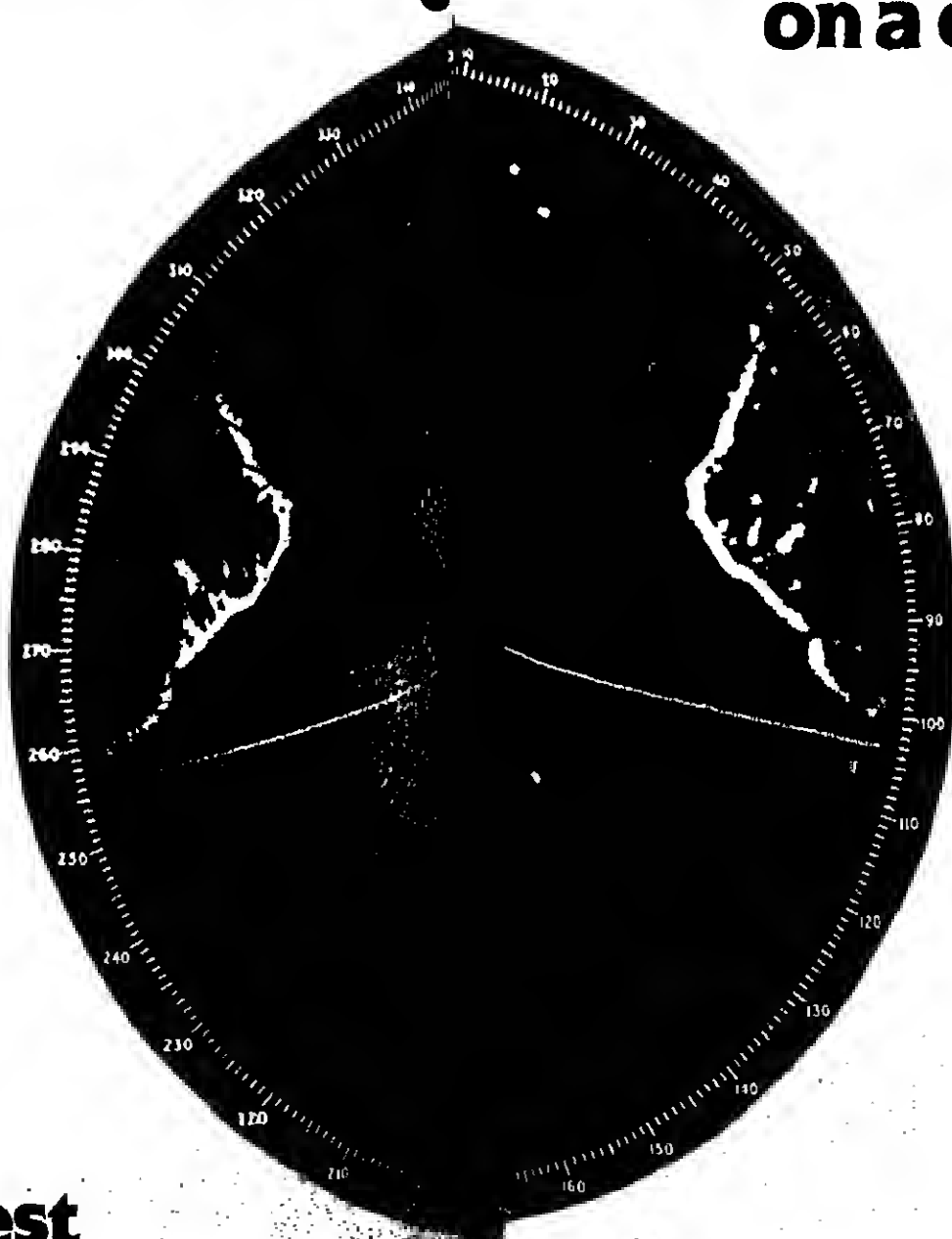
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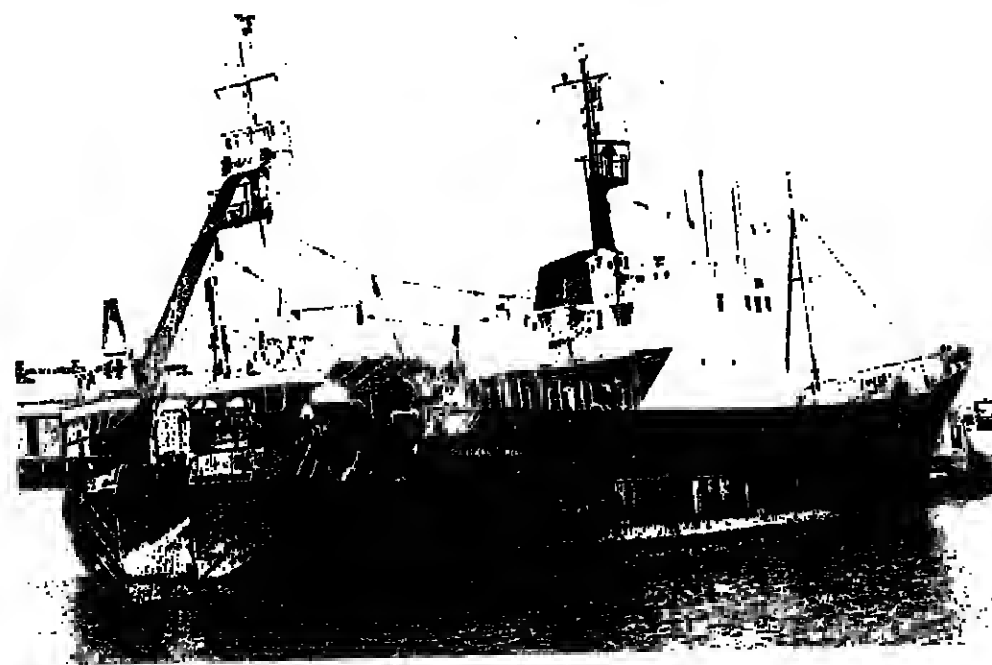


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French may fish Longlines laid for Grimsby to last

The Lorient-based wet fish stern trawler *Du Couedic* leaves Grimsby last week just 26 hours after heading in with a catch of blue ling and cod. Landing at Grimsby is an attractive proposition for her French owners as the shorter trip can mean an extra day on the grounds.



BOSTON Deep Sea Fisheries at Grimsby is hoping the end of the blue ling season off the Faroes will not mean that the highly sophisticated French trawlers will stop landing at the Humber port.

The ultra-modern stern trawlers from Lorient have been such a feature of the blue ling season (normally over by the end of May) at Grimsby this year that they could well continue landing other species through the summer.

Much will depend upon the

status of the market. A spokesman for Boston's told *Fishing News*: "Providing the market prices are alright — and providing they can get adequate landing facilities here through the summer — we hope we shall be able to continue with them."

The company landed two more French ships last week and believes it established something of a record with *Du Couedic*. She was in the port barely 26 hours before heading back to sea again.

The vessel arrived, refuelled, discharged, re-provisioned and took on 70 tons of ice in this short time.

Meanwhile, the original crew had been flown home to France and a replacement crew of 16 men were flown in to the Humber side airport at Kirmington on the same aircraft which had completed the round trip.

The news that these vessels are prepared to land at Grimsby, coming on top of

dismal news from the about EEC fishing and a big boost to Humber.

The main threat seems to lie with the entry of labour to the vessels, as speed of round is a vital factor.

Normally the trawler on a 14-day trip from the Poros, or Orkney, gives a fishing time of 10 days on the grounds and 4 days in the region of the

By cutting out the steaming on the home and landing Grimsby, they could do another day, at least, on grounds.

The owners operating system with the trawler is always a question as to take ashore to take ashore back to sea almost as she is discharged, providing the crew is relieved has complete agreed span of duty.

IS IT FEASIBLE to leave longlines down for a long time?

"If so, what is the best way of rigging them for a long time?"

"I know of one man only who lays longlines and leaves them down for more than a few days at a time."

He lives on the shores of a

vest, sheltered bay in Ireland and he normally lays a couple about the beginning of June and leaves them set until the beginning of September.

He attaches 80 snoods and 60 hooks to the lines a fathom apart, leaving a few fathoms at the outer ends bare of snoods. They are laid out in the middle of the bay on sand and gravel bottom, with a 56 lb. weight on either end to keep them in position.

He secures small lifting lines with floats on them at either end so that he can raise the lines and under run them without having to lift the weights.

He goes off in his boat once or twice a day, as circumstances dictate, to lift and re-bait the lines, and over several years his catches have on the whole been satisfactory.

This presumably is because there is an abundance of fish in the bay, it is never trawled and he is always there to keep an eye-out for human predators.

Because trawlers are so constructed that walls hang loosely and, being made of nylon which sinks, tend to bunch near the headline — a desirable tendency when you are after soles on smooth ground — the outer walls tend to suffer damage when you are after cod on not so smooth ground.

Tougher
Bridport-Gundry has, therefore, designed and developed a new type of trammel for cod fishing which is not likely to suffer so much damage from abrasion when set on rough ground than its predecessors.

The outer walls or aryls of the net are made of polythene instead of nylon twine. Size of the diamond-shaped mesh of the walls is 24 inches and they are 200 clean meshes long (about 150 yards stretched) by 4 1/2 cut meshes deep.

To get a charcoal stove working properly takes time and when you go aboard in winter, you want to be able to heat the accommodation quickly.

A heater on which you can't cook is superfluous in a boat in my opinion.

Diesel
The heater which burns the same type of fuel oil as your propulsion engine will suit you far better, presuming of course that the engine is diesel. The you can always get supplies anywhere at economical prices because you will be buying in larger quantities.

You might find a type of space heater made by Perkins Boilers Ltd. on their premises at Mansfield Road, Derby entirely satisfactory. It will burn any type of fuel oil you may use for your propulsion engine and it is so designed that no special skills are required to service it.

It consists basically of a

ANY QUESTIONS?
If you have any questions about boats, equipment, gear, or anything else, write to John Burgess, 10, Weymouth, Dorset.

I have since learnt that trawlers with up to 80 feathered

TRAMMEL TRIUMPH

YOU MAY HAVE read in *Fishing News* on April 20 that bonte working trammel nets from Hordlepool and elsewhere have made greater catches of cod this winter than those working traditional longlines.

Increased use of trammels is leading to a new development in the way such nets are made; presumably because they have been setting on rough grounds.

Because trammels are so constructed that walls hang loosely and, being made of nylon which sinks, tend to bunch near the headline — a desirable tendency when you are after soles on smooth ground — the outer walls tend to suffer damage when you are after cod on not so smooth ground.

Efforts to find the former Grimsby multi-pot about Sioux, which sank in the North Sea off Humber outfall this year, have now been suspended until the end of June.

The Shields-based company Jim Marino Ltd., and its associated firm C. Dive Ltd., has been working the former North Shields seiner *Haven* (SN 11), registered C. Dive, out of Grimsby since it bought the salvage rights to the wreck. Due to heavy business commitments, the exercise has now been postponed for a month.

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A spokesman for Jim Marino told *Fishing News* C. Dive the former seiner which hunted for *Sioux*.

Braid
Inner wall or lint is made of nylon twine and full mesh is 5 1/2 in. The inner is 1400 meshes long (about 200 yards stretched) by 30 cut meshes deep and is set in by half. Outer walls are set in by the third.

As is customary now, the net is fitted with a braid covered headline instead of the with separate leads to

Use of polythene twine for the walls and comparative large mesh innards means the price of these new trammels, which will become available in July, is likely to

Hot plate
Both heaters have a removable hot plate on top of the burner and fiddles fitted on top of the stainless steel casing around it.

Even if you don't want to cook on one, a large trawler-type kettle kept in place by the fiddles will supply you with constant hot water while the stove keeps the accommodation warm and dry.

'TRACED' AGAIN
ON MAY 6, I said that a supply source of feathered traces for lining moorings at Port and Starboard, Weymouth, Dorset.

They can supply standard ones or traces made to customers' specific requirements.

GOODRIDGE AEROQUIP
The Goodridge Aeroquip range of low, medium and high pressure rubber and stainless steel hoses with steel and alloy fittings in BSP/ANSI/NPT are all made in the UK. They are used throughout the world on marine, industrial and aircraft applications. Hose, fittings and associated items are supplied from stock for all trawlers and fishing craft. Offering an exceptionally high degree of protection against corrosion, high pressure and temperature, vibration and abrasion — Aeroquip is a must for the fisherman.

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John Burgess' Log



NET MENDING~ A GUIDE

RECENTLY a reader wanted to know the titles of any good books on net mending and I replied that two such books had been written by John Burgess and published by Fishing News Books Ltd.

I recently suggested one of the Food and Agriculture Organisation's recommended Fishing Manuals, called *Mending of Fishing Nets* by L. Lihert and A. Maurer.

I can now confirm the value of this book, which is invaluable for those trying to master such work.

It is published in arrangement with FAO, by Fishing News Books Ltd., Long Garsden Walk, Farnham, Surrey and costs only £2.40 plus 5% for packing and postage.

Choice of cowl is important. Perkins Boilers can supply both rotating end H-shaped cowls made of stainless steel and, if it is convenient to fit one, I think you would find one of the H-shaped type preferable.

When a boat awakes at high or low water and the wind is too light to turn a rotating cowl, only a light puff or two when the cowl is facing in the wrong direction — are sufficient to extinguish a low flame. In my experience, this never happens with an H-shaped cowl.

Either of two heaters made by the company would suit your boat. If there is considerable space in the accommodation and wheelhouse, a Perkins heater is capable of producing 20,000 thermal units (equivalent to a little over six kilowatts) will probably be best. Otherwise a Parkette Minor, which can produce 10,000 thermal units, will provide adequate heat.

Hot plate
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AN ARGUMENT developed in the bar the other evening as to whether or not a lobster can distinguish between different coloured pots.

One of the locals maintained that pots covered with black courlene netting catch more lobsters than if the orange material is used.

It is difficult to find out what type of sight a lobster has; the eye of the lobster is similar to that of the housefly and consists of over 10,000 lenses or "little eyes". Binologists call these compound eyes.

It is known that sight is the lobster's poorest sense — probably almost nil in bright light. Since most of a lobster's life is spent at depths where clear vision is impossible from lack of light, sight is likely to play only a small part in its daily life. Of course, the lobster's compound eyes might allow it to see much more clearly in the dimness of the ocean.

Lobsters certainly shun light. In lobster storage tanks they tend to move away from light and huddle together in the darkest corner. Experiments with lights for lobster lures have met with little success, confirming the belief that lobsters shun even the dimmest light. Traps like the US parlour trap, which have wooden slots, do seem to fish well and it could be that lobsters like dark, shady traps — being similar to the

shell fish chat

holes and crevices they spend their lives in.

Taste, touch and smell are the lobster's most important senses. Nearly every part of the lobster's body is subject to these stimulations. The stimulation, whether of touch or chemical nature (food or bait smells), is conveyed to the lobster's nervous system by tiny hairs which cover most of its body.

They are its most important sense organs and, while the lobster is enclosed in its shell of solid impenetrable armour, it can still receive various types of stimulations.

The long "feelers" or antennae, and the smaller antennules, are highly sensitive and as the lobster moves forward in search of food these feelers whip the water sheet testing all objects and picking up vibrations and chemical traces in the water.

The lobster does not have a

sense of hearing as we understand it. There is no organ comparable to the ear, but it does sense noise but rather as vibrations. I was told a couple of years ago that following seismic surveys along the north-east coast, when small explosive charges were set off, lobster catches were poor for about a week.

I have also read that enormous lobsters were caught in New York Sound until Revolutionary days. In Letters from America 1792, it says: "Since the incessant cannonading lobsters have entirely forsaken the coast; not one having been taken or seen since the commencement of hostilities". Perhaps even the vibration of our engines disturb them?

Expensive bait
Good bait is getting more and more expensive. Down here we are either snowed under with bait or suffering such a shortage that we cannot bait all our pots at once.

We sometimes use salted mackerel for lobsters — but preservation by this method means using the right type of salt — the ordinary household type being practically useless. It must be of a large crushed rock-salt is excellent and similar salt of the much-grained variety can be bought at most ports.

When fish is preserved in this way, it is best to wash it before layering between the rough salt. Make sure you use

Water temperature
This cold spring will not help us to catch lobsters. We have been told time and time again by the scientist that water temperature is an important factor and that lobsters, being cold-blooded animals, feed only when water temperatures rise.

Apparently lobsters do not start to search for food, such as bait in the pot, until sea temperatures have reached or slightly topped 50 deg. F or 10 deg. C. Lobster catches on the north-east coast have increased considerably since Easter, but the shallow water in the North Sea quickly warms up after a little sunshine. It takes longer in our area of the Channel and around the Welsh coast, where the water is deeper.

Although these days the water seems to take longer to warm up in the spring, the catching season seems to remain the same. Nature balances out the feeding, moulting and migration cycle and a late start is balanced by a late finish to the season.

TRAMMEL

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plenty of salt and, if done in this way, the bait will last for 12 months or more. Gurnard and mackerel can be successfully salted in this manner.

We use trammel nets to catch our bait. They are made of fine nylon or Ultron and, as well as catching a good supply of bait, these nets also take a selection of prime fish which help cover our increasing overheads. Trammel nets can be bought from any of the major net manufacturers.

The history of trammel nets is particularly interesting. They were brought over to this country in the days of Elizabeth I, who licensed French fishermen to fish her rivers. In those days the nets were called "trois mailles" — an apt description of their three net construction.

The trammel net does, in fact, consist of a curtain of three nets: the two outer, and matching, have a large mesh of about 10 in. knot-to-knot; the inner net has a smaller mesh of 3 in. knot-to-knot and is set loosely.

Fish striking the inner net trap themselves between two nets, but the snag is that those nets do trap a lot of weed and rubbish. Clearing all this is a hard task. They do, however, keep us well supplied with a cheap and abundant supply of bait.

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Sioux hunt no luck yet

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